

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

16. (Currently Amended) ~~Vehicle rapid deceleration related injury counteracting equipment operatively installable as an attachment for reducing vehicular travelling exposure to injury resulting from rapid~~ A vehicle securable attachment used for securing a vehicle seat to a vehicle without effectively altering at least the conventional seat to vehicle way of anchoring and in a way that renders such seat rearwardly swivellable in the case of sudden vehicular deceleration for limiting the possibility of injury to the occupant of such seat once fitted via the attachment to such vehicle comprising:

path defining means via which the attachment is at least indirectly securable to extend the conventional location of anchoring of such seat to its carrying body and of which at least the leading end extends along an upwardly extending curve with the path defining means extending in the direction of travelling along a vehicle and against interference with the movement of such seat between its conventional upright and rearwardly tilted conditions once the attachment is operatively fitted,

a carrier arrangement constrained to be displaced that is displaceably held along the path of the path defining means in a way, at least once fitted thereto if releasable there from, in a way and in conjunction with suitable path defining means formation that causes traveller holding position defining means such seat, as securable to and thus constrained to be displaced the attachment via the carrier arrangement, once the equipment is operatively installed and ready for use, to become re-adjusted into a position of reduced exposure to injury of an occupant of such

~~holding position defining means on moving rearwardly tilted on movement of the carrier arrangement towards the leading end of the path of the path defining means, and~~

~~a locking facility by means of which the carrier arrangement and thus such seat, once the attachment is operatively fitted, is releasably locked to the path defining means, in a way that enables the release of such seat from its locked position at the latest permits its release in response to a pre-established rate of vehicular deceleration established with such traveller holding position defining means seat under conditions of load while the equipment is operatively installed, the equipment, once so installed and the attachment is in operative use, and thus causing such traveller holding position defining means, as occupied, to become released at the appropriate rate of vehicular deceleration if not already subject to earlier release, resulting in its forward motion under its inertia along the path up to a position of stoppage, as provided along the path defining means, during which forward motion the traveller holding position defining means becomes adjusted into the position of reduced exposure to injury of an occupant.~~

~~such seat, once operatively fitted to such vehicle via the attachment while being appropriately occupied, thus becoming released at the latest at the relevant rate of vehicular deceleration resulting in its forward motion under its inertia via the displacement of the carrier arrangement along the path up to a position of carrier arrangement stoppage, as provided towards the leading end of the path defining means, while during such forward motion becoming rearwardly tilted from its conventional upright seating position into a rearwardly tilted position of reduced exposure to injury of its occupant owing to at least the leading end of the path defining means extending upward along an adequate extent of curvature.~~

17. (Currently Amended) Equipment A vehicle securable attachment as claimed in claim 16 that makes provision for involving traveller holding position defining means in the form of a seat adjustably held by performing a rearward swivelling action during forward travelling along the path, as extending appropriately, once the equipment is in use, the equipment, as installable between such seat and the conventional location of seat anchoring, when in use thus causing the seat to perform a rearward in which the largest portion of the path defining means defines a path that extends appropriately arcuately to cause a seat as secured thereto via the carrier arrangement to commence its tilting action substantially on commencement of travelling of the carrier arrangement from its locked position towards the leading end of the path once on progressing towards the leading end of the path that is of adequate extent to cause an occupant of the seat to become rearwardly tilted during vehicular deceleration to the extent of at least reducing the whiplash effect owing to such occupant becoming released swivelled away from a conventional upright seating position and, in the appropriate case, of reducing the exposure of such occupant to vehicular equipment moving towards the seat under accident occurring conditions.

18. (Currently Amended) Equipment A vehicle secure attachment as claimed in claim 17 in which the path defining means is formed to cause at least its leading end to extend along an upwardly extending curve of adequate radius to result in the desired progressive backward tilting of a seat with which the equipment is fitted in the form of an arcuately formed railage layout to which the carrier arrangement is rollably engaged against release at least once the attachment is

operatively installed fitted, on the carrier arrangement moving along the curved portion of the path in progressing towards the leading end of the path defining means.

19. (Currently Amended) Equipment A vehicle securable attachment as claimed in claim 18 in which at least the largest portion of the path defining means is formed to define defines a path that extends appropriately arcuately to cause a seat, once released and with which the equipment is fitted once operatively installed, to commence its tilting action, substantially on commencement of traveling from its locked position towards the leading end of the path the railage layout provides two adjacently spaced rails that are installable in adequately spaced relationship to result in each rail being located in opposite seat side-edge region co-acting relationship with a seat, and thus indirectly rollably engaging with the rails via the carrier arrangement once the attachment is operatively installed.

20. (Currently Amended) Equipment A vehicle securable attachment as claimed in claim 19 in which the path defining means is in the form of a an arcuately formed railage layout making provision for causing a seat with which the equipment is fitted once operatively installed, to which the carrier is rollably engaged against release therewith except when exposed to the appropriate force at least once the attachment is operatively fitted that is arranged to be interspaceably secured between a vehicle seat and a location of conventional seat anchoring in a way that requires little if any alteration to both such seat and such location of conventional seat anchoring and to the latter of which the attachment is thus directly anchorable.

21. (Currently Amended) Equipment A vehicle securable attachment as claimed in claim 20 in which the ~~railage layout provides two adjacently spaced rails that are installable in adequately spaced relationship to result in each rail being located in opposite seat side edge-region co-acting relationship with a seat, via the carrier arrangement with a seat with which the equipment is fitted once operatively installed as thus indirectly rollably engaging with the rails via the carrier arrangement once the attachment is operatively installed~~ carrier arrangement comprises at least one seat securable rail-engaging runner for each rail formed to effectively prevent the runners from accidentally becoming disengaged from their respective rails while promoting smooth movement there along.

22. (Currently Amended) Equipment A vehicle securable attachment as claimed in claim 21 in which the ~~carrier arrangement is in the form of a seat-engaging base fitted along opposite sides with rollers engaging with the rails, at least once the equipment is operatively installed~~ each runner is in the form of a formation defining a railage path along an adequate number of oppositely mounted upper and lower rollers to ensure a firm though smooth rollable engagement of each formation to its rail.

Claim 23. (Cancelled)

24. (Currently Amended) Equipment A vehicle securable attachment as claimed in claim 23

22 in which each runner is in the form of a rail engaging formation defining a railage path along an adequate number of oppositely mounted upper and lower rollers to ensure a firm though smooth rollable engagement with of each formation to its rail.

25. (Currently Amended) Equipment A vehicle securable attachment as claimed in claim 24 in which each runner is fitted with two overhead rollers defining the upper boundary of the railage path and a bottom roller forming the lower boundary.

26. (Currently Amended) Equipment A vehicle securable attachment as claimed in claim 25 in which each runner is in the form of a saddle-like rail engaging formation fitted with cylindrical rollers spaced to define the railage path there along while the rails present appropriate rectangular end profiles to enable snug engagement of the runners along their rails.

27. (Currently Amended) Equipment A vehicle securable attachment as claimed in claim 24 16 in which the locking facility is in the form of shear pins releasably locking the carrier arrangement to the rails towards their trailing ends at least once the equipment is operatively installed.

28. (Currently Amended) Equipment A vehicle securable attachment as claimed in claim 24 16 in which each rail is fitted with a stopper pin defining the position of stoppage there along.

Claims 29-35 (Cancelled)

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36. (New) A vehicle securable attachment as claimed in claim 19 in which the carrier arrangement is in the form of a seat support fitted at its leading and trailing ends, as regards carrier arrangement motion along the rails, by way of connecting arms at the outer end of each of which a roller in the form of a rolling wheel is carried in a generally curtain rail connecting fashion to the rails as thus appropriately guidably formed, installation of the attachment involving the separation of the conventional seat engaging support of a seat from its upper seat bed and the operative interspacing of the attachment between the such upper bed and such seat engaging support in a way that results in the seat support carrying the upper seat bed while the rails are secured to such seat engaging support.

37. (New) A vehicle securable attachment as claimed in claim 36 in which the locking facility is in the form of at least one rail stop situated ahead of one of the roller wheels within the appropriate rail if not fitted with a plurality of rail stops, co-acting with its roller wheel in a way that permits the release of the wheel for free movement along its rail at the pre-established rate of vehicular deceleration once the attachment is operatively installed.

38. (New) A vehicle securable attachment as claimed in claim 36 in which the position of carrier arrangement stoppage is formed by the leading ends of the rails being blanked off.

39. (New) A vehicle securable attachment as claimed in claim 16 wherein said seat is rearwardly swivellable independently of a seat anchor, a floor, and a remainder of a cab of the vehicle.